

RTIP ID# <i>(required)</i> IMPL507				
TCWG Consideration Date October 25, 2016				
Project Description <i>(clearly describe project)</i> Imperial County is the California Environmental Quality Act Lead and the California Department of Transportation is the National Environmental Policy Act Lead for this project. These entities propose to replace Anza Road Bridge. The bridge is located approximately 1.8 miles east of the Calexico City limits on Anza Road, which is a two-lane east-west facility that connects Barbara Worth Road and the East Point of Entry (U.S. Border Station) (see attached exhibit). The roadway is classified as a Minor Arterial within the City of Calexico Sphere of Influence (SOI), with a 55 miles per hour (mph) posted speed limit within the project limits, with the exception of the constrained geometry at the bridge. The existing Anza Road Bridge at the All American Canal (ACC) was constructed in 1938. It is a 130 feet long and 24 feet wide 2-lane bridge with no shoulders. The bridge was designed by the United States Bureau of Reclamation, and is operated by the Imperial Irrigation District as a water facility. The New Briar Canal siphon is part of the structure of the bridge itself, with the siphon utilizing the bridge cells to transport water across the AAC. The posted speed of the roadway at the bridge approaches is 10 mph. In August of 2015, the Bureau of Reclamation closed the Anza Road Bridge to traffic and cited deterioration of the structure as the reason. Farmland is the prominent land use within the project area. The Anza Road Bridge (Bridge No. 58C-0105) is included in the eligible bridge list of the Federal Highway Bridge Program with a sufficiency rating of 48.9 and is designated as “Structurally Deficient”, which makes it eligible for replacement at the same or adjacent location by the Federal Highway Bridge Program.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street.				
County Imperial	Narrative Location/Route & Postmiles Anza Road Bridge, City of Calexico Caltrans Projects – EA# Local Assistance, Project Federal # BRLS 5958 (053)			
Lead Agency: Local Assistance Program				
Contact Person Ivy Edmonds-Hess, WSP Parsons Brinckerhoff	Phone# 510-285-3349	Fax# 510-285-3322	Email edmondshess@pbworld.com	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 x PM10 x				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
x	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction Other
Scheduled Date of Federal Action: April/May 2017				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt		x	Section 326 –Categorical Exemption	Section 327 – Non-Categorical Exemption

Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2016	2016	2016	2018
End	2017	2017	2017	2019

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The purpose of the project is to enhance safety on Anza Road by implementing the following:

- Realign the roadway to meet the County of Imperial current standards
- Replace the “Structurally Deficient” bridge at the All American Canal

Daily traffic at Anza Road has increased since the opening of the Calexico East Border Station from 300 vehicles per day to over 3,000 vehicles per day, which heightens concerns with the safety of the bridge. The Imperial Irrigation District is also concerned with the overall condition of the bridge as it also serves as a siphon for the Briar and new Briar canal, conveying water across the All American Canal for this local facility.

In addition, the road approach alignments on each side of the bridge do not meet current geometric standards due to sharp U-shaped curves. Realignment of the roadway at the bridge approaches is needed to improve the operations and safety of the roadway facility. The project qualifies for partial funding by the Highway Safety Improvement Program (HSIP).

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Anza Road is a two-lane east-west facility which connects Barbara Worth Road and the East Point of Entry (U.S. Border Station) near the City of Calexico. Farmland is the prominent land use within the project area.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

As shown in Tables 1 and 2, near term conditions in 2025 are the same between No Build and Build.

Table 1 – 2025 AADT and Truck Percentages

Segment	2025 No Build			2025 Build		
	AADT Total	AADT Trucks	Truck %	AADT Total	AADT Trucks	Truck %
Anza Road East of Bowker Road	3,920	270	7.0%	3,920	270	7.0%
Anza Road Bridge	3,920	270	7.0%	3,920	270	7.0%
Barbara Worth North of Carr Road	910	60	7.0%	910	60	7.0%

Table 2 – 2025 Level of Service

Segment	2025 No Build		2025 Build	
	Volume/ Capacity Ratio	LOS	Volume/ Capacity Ratio	LOS
Anza Road East of Bowker Road	0.26	C	0.26	C
Anza Road Bridge	0.26	C	0.26	C
Barbara Worth North of Carr Road	0.06	A	0.06	A

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

As shown in Tables 3 and 4, Buildout (2050) conditions are the same between No-Build and Build

Table 1 – 2050 AADT and Truck Percentages

Segment	2050 No Build			2050 Build		
	AADT Total	AADT Trucks	Truck %	AADT Total	AADT Trucks	Truck %
Anza Road East of Bowker Road	6,430	450	7.0%	6,430	450	7.0%
Anza Road Bridge	6,430	450	7.0%	6,430	450	7.0%
Barbara Worth North of Carr Road	1,490	100	7.0%	1,490	100	7.0%

Table 2 – 2050 Level of Service

Segment	2025 No Build		2025 Build	
	Volume/ Capacity Ratio	LOS	Volume/ Capacity Ratio	LOS
Anza Road East of Bowker Road	0.42	C	0.42	C
Anza Road Bridge	0.42	C	0.42	C
Barbara Worth North of Carr Road	0.1	A	0.10	A

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Facility is not an interchange or intersection.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Facility is not an interchange or intersection.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

Traffic does not change between No Build and Build conditions. As such, no potential redistribution of traffic effects are anticipated.

Comments/Explanation/Details *(attach additional sheets as necessary)*

This project involves the replacement of a bridge for safety reasons. No additional travel lanes will be added to the new bridge, and the project will not be affecting AADT, truck percentages, or LOS in the project area. Furthermore, the AADT (both total and truck) on Anza Road and bridge are well below what EPA defines as significant in the Transportation Conformity Guidance. The project does not involve any other facilities with significant numbers of diesel vehicles.

EXHIBITS

